

Thomas Bus Production Coolant Conversion

Effective 11/17/2016 Freightliner Custom Chassis is upgrading the **Standard Coolant** used in their chassis from the older "Purple" to the current OAT (Organic Acid Technology) product. This is close to a "maintenance free" product and should provide us with another advancement to our ever-improving product.

The products are identified by the sticker on the coolant recovery tank.



The **previous coolant**, still available as optional, is identified with this sticker. This is a conventional coolant that needed to be maintained every 15k miles with the addition of "SCA" to replenish the depleted additive package provided initially with the antifreeze. This coolant has been in use in the industry for many years and is being replaced as standard with newer technology. This coolant was quite often used with a coolant filter with inhibitor, that was used at service intervals to replenish the SCA. An example of the filter could be used would be the Fleetguard WF2071 element.



The **new standard coolant** is identified with this sticker. This is the standard coolant of the transportation industry today. It required little or no maintenance and provides superior performance. It, as all coolants, requires regular maintenance to verify freeze protection levels and to verify it has not been contaminated. It does not require that specific SCA levels be maintained. However, this coolant does have some changes that should be noted. **First**, you should not mix this with any other types of coolant. **Second**, no additives of any type should be used with it. **Third**, hard water will contaminate the system. Makeup should always be done with the correct coolant pre-mixture.



Propane equipped units will be using a different product designed for gas engines. It is maintained in the same fashion as the OAT coolant, being certain not to mix it with other coolants and use the proper makeup fluids.